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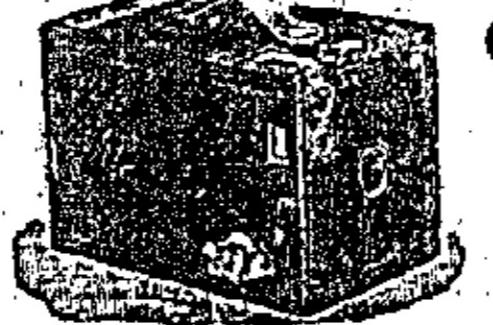
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ARDATH TOBACCO, ... [a34]

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[33]

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The Daily Press.HONGKONG OFFICE: 14, DESVaux ROAD CL.
LONDON OFFICE: 131, FLAT STREET, E.C.

HONGKONG, APRIL 19TH, 1905

This state of uncertainty, of anxiety, caused by the juxtaposition of the two belligerent fleets, almost at our doors, while it may amuse the gossips, is far from amusing the business community of Hongkong. In shipping circles particularly there is a daily prayer that Togo may, finding work to his hands, do it with all his might, and get it over. It may be noted that they are not quite neutral in their expressions of their present desires, for it is the Baltic Fleet whose interference with local shipping they mainly dread. The Japanese ships have been about ever since the Russian ships scuttled from Port Arthur to the various ports where they are now interned; and shipping that was not overtly interested in blockade running has enjoyed complete immunity from interference. The only trouble until the arrival of the Baltic fleet was the mines that strew some of the northern routes, a still present danger, by the way, towards which the British ships on the China station maintain an attitude strangely apathetic. Is it that the old red-tape system of awaiting orders is still in force? If so, the new arrangement, by which commanders on the spot are to be permitted to think for themselves a little, instead of remaining mere cablegram-receiving automata, will be welcomed. There is absolutely no valid reason why some of the British war vessels should not have been sent to destroy the mines, immediately the blockade of Port Arthur ceased; and various reasons, in addition to the safety of commerce, could be adduced.

Mr. B. G. Tours having been appointed British Consul at Chinkiang in succession to Mr. Tratman, he and Mrs. Tours left this port for his new post yesterday morning by the *Kinling*. They will both be very much missed in Shanghai, says the *Daily News*, where both of them have troops of friends, and they will be specially missed by the A.D.C. In the Cathedral, in the interval between Mr. Crompton's departure and Mr. Ward's arrival, the services of Mr. Tours have been invaluable, while it would be impudent to speak of the ability with which he has performed his duties at the Consulate. Consuls, like all other things, differ greatly, and Mr. Tours is one of the best.

The British army it would appear, is to learn in its. On March 11th Professor Uyenishi, of the School of Japanese Self-Defence, went to Aldershot, and on the strength of his performance, arrangements were made for him to give his first lesson on March 13th. The lesson was given to the Army gymnastic instructors, who, of course, will in time teach it to the men. Professor Uyenishi stated that the men were exceedingly apt pupils. The present course is experimental.

The Manila *Sunday Sun* says:—By a decision of the Supreme Court of the United States on Tuesday, all customs dues collected in the Philippines prior to the establishment of civil government will be returned to the firms who paid them. Consequently there is great rejoicing. It is estimated that the amount of money to be returned is five millions of gold dollars. While the *Sun* rejoices that this immense sum is coming to the islands, where it will do much to establish prosperity, we cannot but reflect upon the real justice of the matter. These five millions of dollars were paid to the government of the United States from the pockets, not of Manila business men, but of Manila consumers. The individuals who drank the bottled beer, and wore the shoes, and used the other articles taxed, paid this in money, not the few merchants to whom it is being returned. They raised their prices in proportion to the amount of the duties and collected the amounts in extra charges from the consumer.

The death occurred on 14th March, in his eightieth year, of Captain James Bucknell Atkins, Elder Brother of the Trinity House, when taking troops to the China War in the *Impregnable*, he made what long stood as the record passage from Portsmouth to Singapore. Using his steam simply as an auxiliary, he did not stop at the Cape of Good Hope, and arrived at Singapore about a fortnight before he was expected. Afterwards he was requested to lay his log before the Admiralty. Messrs. Laird, the builders, gave him a present of plate, and the owners voted him a cheque, though the latter was withdrawn when he had the misfortune to collide with a sailing vessel on the return voyage. At that time sailing ships carried no lights, although the obligation on them, as now, was to steam to keep out of the way. It was no wonder that he was one of the first signatories of the petition to the Government to compel sailing ships to carry distinguishing lights at night.

SUPREME COURT.

Tuesday, 18th April.

IN CRIMINAL JURISDICTION.

BEFORE Sir H. S. BERKELEY (CHIEF JUSTICE).

B. BRIEFLY WITH VIOLENCE.

The Criminal Sessions opened yesterday. Ho Hing was charged with robbery with violence at Mongkok on the 24th March. The Attorney-General (Hon. Mr. E. H. Sharp, K.C.) instructed by Mr. Morrell, of the Crown Solicitor's office, presented. Prisoner pleaded not guilty, and the following jury was empanelled:

Messrs. C. Buyers (foreman), F. T. Chapple, F. C. Hurley, E. P. Pereira, T. E. Pearce, J. L. H. O'Neill and F. Urbac.

After the hearing of the evidence, His Lordship is summing up told the story very briefly:—The defence is that the prisoner, who was hard up and hoped to get back to Canton, was a friend of the woman, and went to borrow some money from her. When he got into the house, the woman saying she had no money, he asked for something to pawn. The other story is that instead of being a friend the prisoner is a man who tried to rob her; he threw pepper into her eyes, and took two bangles off her wrists, then the husband came and the man was arrested. The prisoner himself corroborates the popular part of the story in a statement, but says it was incense stick powder.

A verdict of guilty was returned and His Lordship said:—No other verdict could possibly have been returned against you. You were evidently a tramp, wanted to get back to Canton, locked into this woman's house, and robbed her. Fortunately you were caught. It is a serious thing to go into people's houses. Two years' hard labour, and as you inflicted violence on this woman you will have twenty strokes of the birch.

GANG ROBBERY.

Tsing King Fuk was charged with gang robbery. He pleaded not guilty and the following jury was empanelled:—Messrs. A. C. Diss (foreman), J. T. Hoskins, W. G. Peter, R. Henderson, J. C. Gow, T. P. Keeney and W. H. Purcell. The name of W. C. Coggan was also called, but met with no response.

The prisoner was charged with being one of a gang who committed a very extensive robbery at Kwai-tai village, in the New Territory, about two months ago. The robbers terrorised the inmates of a house, tied them up, beat a man in order to extract information as to where his goods were, and committed theft from the person. Three men of the gang were sentenced at the March Criminal Sessions.

The prisoner was found guilty and sentenced to five years' hard labour and to receive twenty-four strokes of the birch.

LATEST STEAMER MOVEMENTS.

The Indo-China steamer *Suzhou* left Calcutta for the port via the Straits on the 15th inst., and may be expected here on the 2nd May.

The I.G.M. steamer *Preussen*, which left here on the 14th inst. a.m., arrived at Shanghai on the 17th inst. at 9 a.m.

The A.L. steamer *Mario Valeria* left Singapore for this port on the 27th inst.

The U.S.S. & C.M. steamer *Diomed* left Singapore on the 17th April at 5 p.m., and is due here on the 22nd April.

TELEGRAMS.

[REUTER'S SERVICE.]

THE SITUATION IN RUSSIA.

LONDON, 16th April.

In view of feared renewed demonstrations in St. Petersburg, the garrison has been strengthened by several Sotnias of Don Cossacks. The movement among the peasants is again causing serious apprehension, and large numbers of landowners, with their families, are taking refuge in Moscow.

THE WAR.

["DAILY PRESS" SERVICE.]

NO NEWS AT HAIPHONG.

HAIPHONG, 18th April.

Nothing definite is known here concerning the whereabouts of Admiral Rozhestvensky's fleet, but the ships are said to be still off Camranh Bay.

[REUTER'S SERVICE.]

THE FOURTH RUSSIAN BALTIC FLEET.

LONDON, 16th April.

It is announced at Port Said that the fourth Baltic fleet under Vice-Admiral Wusserigo, consisting of the *Alexander 2nd*, *Azov*, *Admiral Korniloff*, *Slava* and the *Paul 1st* will pass the canal in July or August.

THE BALTIC FLEET.

CHEERED BY FRENCH SAILORS.

The French steamer *Phayen* arrived from Saigon yesterday with a cargo of rice. At 7 a.m. on the morning of the 15th instant she saw about twenty ships of the Baltic Fleet in Camranh Bay, to the North of Padaran; and many other ships, it was concluded, were out of sight in the inner bay. Torpedo boats and destroyers were actively steaming about at the approach to the harbour. They appeared in very good condition. As the little craft pitched in the sea, no sea grass could be seen on them. At Saigon rumour had it that the vessels of the Baltic Fleet were very dirty, but the vessels, according to one of the *Phayen's* officers, looked "just as if they were leaving port." At Saigon some people thought that a Japanese Fleet near Singapore would get sandwiched between the main and third squadrons of the Baltic Fleet. The French sailors on the *Phayen* gave three cheers when the Russian warships were close, and they met with a loud response. No other signals were made.

THE "ISLEWORTH'S" STORY.

The s.s. *Isleworth*, from Salson with a cargo of rice, sighted the Baltic Fleet in Camranh Bay on the 15th instant. The Russians signalled "What is your destination?" and the *Isleworth* replied "Hongkong."

JAPANESE ON THE LOOKOUT.

Regarding the observation kept by the Japanese on the movements of the Russian fleet, a correspondent sends us the following:—"Just before Christmas when I was in the middle of the Indian Ocean, and apparently well south of the ordinary traffic, two torpedo-boat destroyers passed close to us one night with no steaming lights, and going west full speed. The problem was: Whose were they; and how could they be possibly steaming so far out? Where would coal come from? Also—Why no lights? and why so far out of the beaten track? My theory is that somewhere in the Southern part of the Indian Ocean, the Japanese kept a large merchant ship of some kind which acted as a species of mother to these small craft who kept, at night, complete observation on the Baltic Fleet at Madagascar. Otherwise, there is no theory to account for the presence of these craft. They were no optical illusion as they were within a quarter of a mile or so and the moon light showed them up completely."

AFRAID TO PROCEED.

Nine of the crew of the s.s. *Lincolnshire* were charged before Mr. F. A. Hazeland at the Police Court yesterday with refusing to continue their voyage to Japan.

Mr. P. W. Goldring (of Mr. Bruton's office) appeared to prosecute, and the Captain stated that the men signed articles to proceed to ports, in which Japanese ports were included. He had a cargo of rice on board, and was bound for Yokohama, but the defendants refused to proceed owing to the proximity of the Russian fleet.

The defendants informed His Worship that they were afraid to proceed.

His Worship in dismissing the case, held that there were reasonable grounds for their refusing to proceed. He recommended that other proceedings should be taken before the Harbour Master.

PERTINENT OBSERVATIONS FROM SINGAPORE.

It is but lack of information or the deliberate supply of interested information, for reasons that has induced some publication in Singapore of the asserted "absence" of six Russian battle ships from the Russian fleet? Japan knows a great deal better than that, no doubt. And when the nearest point of expert observation, H.M.S. *Amphitrite*, has by many hands sketched and identified the six "missing" battleships amongst the fleet passing Singapore, and when many other well informed and official observers agree in that result, everybody must feel that a motive is present and must know perfectly well what the object of that motive is. It would be found we believe, that the Senior Naval Officer, the Marine Intelligence Officer, and the Master Attendant, all with their several

shares of naval experience afloat, will agree in the number of fighting ships present. This not referring at all to more converted cruisers, all of which were separately classified. We hear that the Admiralty at Hongkong has had a telegraphed official report of the constitution of the fleet, as, indeed, he would in the ordinary course be certain to receive. And that report will naturally be identical with the British official naval reports at Singapore, all of which identify the "missing" battleships as present on Saturday.

As a bit of news blaff, considering the well-known origin of the "expurgated" list, it is too foolish for words. Of course there may have been a desire to "oblige" in order to pacify the Japanese Admirals to divide their fleets. We suppose Formosa knew the truth late on Saturday night from a Tokio. And no fiction news probably can have reached Japan certainly not for official transmission to Admiralty Tokyo.

It is to be carefully noted that we gave a list of names a certain day for insertion in the *Evening Standard*, but we carefully refrained from indicating that these were all the names, and in the leading article in yesterday's issue distinctly rejected the manufactured suggestion that the six battleships so many of us saw, were not there, but in "another place." The six Russian battleships may be "downy birds" but they have not yet attained the dignity of Sir Boyle Roche's *bill-finch*, the ability to be in two places at the same time. Had the fleet passed at night we should have been ready to believe the story, for we have pointed out before, it was a possible theory to send a minor section of the fleet this way. But what was seen was gone. And there's an end of it.—*Singapore Free Press*.

SHANGHAI RACES.

Several ponies which figured prominently at the Hongkong race meeting are entered for the races at Shanghai next month. Among them are Mr. John Peel's *Ardpatrick*, *Poka*, and *Zodiac*; Mr. G. H. Potts' "Kings," *Heather King*, *Norman King* and others; Mr. Buxey's *La France Rose*; Mr. Wingard's *Algerine* and *Equinault*; Mr. Ellis Kadoorie's *Somali* and *Cascade*. Mr. Kadoorie has also entered two other ponies named *Desert Chief* and *Rebel Chief*. Mr. John Peel has, in addition to the three ponies above mentioned, others, named *Nithsdale*, *Cotesmore*, and *Exmoor*. The two last named are entered for the Shanghai Derby.

Mr. Wingard's entries for this race are *Saskatch* and *Nunamie*; Mr. Potts has entered four, viz.: *Highland King*, *Grecian King*, *Persian King* and *Copper King*.

INCIDENTS OF THE RUSSIAN RETREAT.

A letter from Dr. Muir at Kaiyuan says: From Sunday 12th March till Thursday night the 16th of March the Russians were retreating in great numbers. Though quiet in demeanour no order seemed to be observed in the ranks. Bands of men without officers, groups of officers without men, men with arms and men without arms, cavalry, infantry, and transport, all mixed up. Some men were starving, and bought or begged food on the street. Some wounded dropped out and came to me for dressing. One doctor to a dragoon regiment (attached to the western army) who had lost his equipment in the confusion, got a supply of drugs and dressings. From Thursday the 16th until Saturday night the retreat was orderly and without confusion. The depot at Kaiyuan station was fired on the 16th and took three days to burn. The station buildings on the 17th, and the bridge blown up on Saturday. Heretofore the behaviour of the Russians was good, but from the country villages isolated acts of great brutality are being reported. One poor peasant with a neighbour's help, tried to save his two horses from being commanded. His neighbour was shot dead on the spot, and he himself was shot in one place and bayoneted in seventeen different places. He had a wound of the lung, and lay in the open for a night and a day, and then was carried in here only to die.

AMMUNITION FOR THE RUSSIANS.

The lighters which have been fastened astern of the steamship *Carlisle* for the past several weeks while the vessel was undergoing repairs at Manilla, arrived (April 14th) mired alongside, and the cargo of ammunition is being loaded into her holds. The new propeller has been installed, this vessel has received a new coat of paint, and preparations are being made for her departure.

No application has as yet been made for clearance papers, but it is expected she will

clear for some port or other within the next six days. While the captain has probably made up his mind as to the direction he will take, he is non-committal on the subject.

Clearance papers will be taken out as a matter of form, and it is very unlikely that the *Carlisle* will go even in the direction of the port for which she clears.

That an attempt will be made to turn her

Japanese, of course, have their eyes on her,

and one of the many cruisers hovering in the waters of the China Sea no doubt is awaiting her departure. The cargo would be a valuable load for her.

The *Carlisle* will probably hug the coast for a considerable distance before putting out into the open. Her future movements will be watched with much interest.—*Cablenews*.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 18th at 11.40 a.m. The barometer has risen rapidly over W. Japan, and fallen in E. Japan.

Pressure has also increased over the Formosa Channel and the Loochoos. It is inclined to fall again over N. China.

The depression is moving away over the Pacific to the E. of Japan, and the highest pressure is lying between the E. coast of China and the Loochoos.

Gradients are slight in the N. to moderate in the S. Moderate E. winds may be expected in the Formosa Channel and fresh E. winds along the Northern shores of the China Sea.

Forecast:—Fresh to strong E. winds; cloudy, some drizzling rain or mist.

at Nos. 20 and 22 Cochrane Street. The magistrate convicted and imposed a fine of \$10. Another sample was obtained from a dairy at No. 4 Tung Lo Wan. The magistrate dismissed the case.

The report was laid on the table.

MORTALITY STATISTICS.

The mortality statistics for the week ended 25th March, deuceat per thousand per annum, showed the following figures:—British and foreign community, 1905; previous week, 34.9; corresponding week last year, 25.7; Chinese community, 15.2; previous week, 15.2; corresponding week last year, 14.4.

LIMEWASHING RETURN.

During the fortnight ended the 11th April 4,250 houses were limeashed in the eastern district, and 3,534 in the central district.

RAT RETURN.

During the week ended the 15th April 428 rats, including sixteen infected were caught in the City of Victoria, and 201, including eleven infected, at Kowloon.

THE CHINA ASSOCIATION.

[REPORTED FOR "HONGKONG DAILY PRESS."]

The annual general meeting of the China Association was held, by the courtesy of the P. & O. Steam Navigation Co., at their offices, 12, Leadenhall Street, London, on Tuesday, 12th March.

Sir Alfred Dent, K.C.M.G., Vice-Chairman of Committee, presided; and there were present Messrs. C. V. Creagh, James Buchanan, Peter Maclean, C. A. Heineken, D. Reid, Thomas Brown, Warren Smith, H. H. Joseph, W. C. Ward, H. Harwood, H. Sanders, A. Zimmerman, Albin B. Tonkins, W. W. Dickinson, W. M. Strachan, D. C. Rutherford, Robert H. Hill, W. Stewart Young, R. S. Gundry, W. A. Cornish, R. C. George Scott, Eugene McLaughlin and J. H. Whitelock, and others.

The minutes of the last meeting were passed.

Sir Alfred Dent, who took the chair through the unexpected absence of Mr. W. Keswick M.P., said:—Gentlemen, I very much regret that Mr. Keswick is not here, urgent Parliamentary duties detaining him, and I have come totally unprepared to take the Chair. I have no speech with me. It is my duty to submit to you the Annual Report and Accounts, copies of which you have had, so that they need not be read to you.

Mr. R. S. Gundry formally seconded the adoption of the Report and Accounts, which were passed unanimously.

Sir Alfred Dent:—Before proceeding with the other business I should like to express the great pleasure it affords me to refer to the Committee's proposal that Mr. E. S. Gundry be elected President of the Association for the ensuing year. I need hardly say that the Committee feel quite confident that all members will heartily approve this nomination (cheers).

Mr. W. M. Strachan formally proposed, and Mr. Stewart Young seconded; and the proposal was carried unanimously.

The Chairman then read out the following names of gentlemen proposed for the Committee for the ensuing year:—

Sir Thomas Sutherland, G.C.M.G., Sir E. A. Sassoon, Bart., M.P., Sir Cecil C. Smith, G.C.M.G., Sir Ewen Cameron, K.C.M.G., Sir Alfred Dent, K.C.M.G., Sir R. T. Renfrew, Sir Thomas Hanbury, K.C.V.O., Sir Thomas Jackson, Bart., Sir E. F. Alford, Messrs. A. R. Burkhill, Byron Bronson, C.M.G., F. Corves, Herbert Dent, G. B. Dodwell, R. M. Gray, R. S. Gundry, C.B., Wm. Harwood, R. H. Hill, G. Jamieson, C.M.G., H. H. Joseph, Wm. Keswick, M.P., H. Kopch, J. A. Maitland, D. Reid, D. C. Rutherford, J. H. Scott, W. M. Strachan, W. A. Turnbull, W. C. Ward, J. Welch, T. H. Whitehead, W. S. Young, A. Zimmerman.

Mr. Creagh proposed the appointment of this Committee, and Mr. Brown seconded. Carried unanimously.

Mr. Ward then proposed the election of Mr. W. Keswick, M.P. as Chairman of Committee, Sir Alfred Dent, K.C.M.G. as Vice-Chairman, and Mr. Joseph Welch as Hon. Secretary and Treasurer.

In seconding these nominations Mr. Reid said:—Mr. Chairman, gentlemen, I have very great pleasure in seconding the resolution. But instead of passing the names formally and en masse I think we ought to take this opportunity of according thanks to Mr. Keswick for presiding through the past year with so constant a regard for the welfare of the Association.

And at the same time I think our best thanks are due to Sir Alfred Dent for all he has done in the service of the Association. But, especially, I think we ought to acknowledge the eminent services of our Honorary Secretary, Mr. Welch. His duties are really very laborious. The annual report before you speaks volumes for his energy and devotion. Mr. Welch has given his time and service to the Association, and I am sure we all feel extremely grateful and indebted to him. He deserves our warmest thanks. (Applause).

Mr. Welch:—Mr. Chairman, and gentlemen, I only wish to thank members very heartily for their kind expressions. It is my great desire and pleasure to be able to serve the Association, and I am indeed rejoiced that my services meet with your approval. (cheers).

Mr. Gundry:—Mr. Chairman, and gentlemen, I wish to thank all the members for the honour they have conferred on me by electing me President. I very highly appreciate the honour of presiding over this Association, and especially of following in the footsteps of so many distinguished predecessors. I can only say I will do my utmost to occupy the position worthily to the best of my ability (applause).

After a vote of thanks to the Chairman the meeting terminated.

NAVY ESTIMATES FOR THE FAR EAST.

A general summary of the Navy Estimates for 1905-6, the amount of which is £3,389,540, against £3,688,900, a decrease, therefore of £300,000—has already been published. The *L. & C. Express*, in accordance with custom, gives the items relating to the Far East, so far as they appear on the face of the Estimates (the figures in parentheses are the votes of last year):—

China.—In Vote 1, wages of officers, seamen, and boys, coastguard and Royal Marines, the amount per annum of the Vice-Admiral commanding-in-chief is £1,102 1s., and that of the Admiral, £1,000 in command £1,190.

Pay.—In Vote 1, wages of officers, seamen, and boys, coastguard and Royal Marines, the amount per annum of the Vice-Admiral commanding-in-chief is £1,102 1s., and that of the Admiral, £1,000 in command £1,190.

Special Pay.—There is a special grant for service in China £100 (£100) (12,000). This is a re-vote, to meet the charge which it is anticipated will come in course of payment during 1905-6. Other voters are: Assistant Paymaster, employed as Commander's Secretary at Hongkong, an allowance of £s. 6d. a day, £45 12s. 6d. (45 12s.); Navigator Officer of H.M.S. *Tamar*, acting as Harbour Master at Hongkong, an allowance of £s. 6d. a day for audit of Store account of Marine Clothing Depot, £18 1s. (£18 1s.); Private of Royal Marines, as tailor and storeman, an allowance of £s. 6d. a day, £27 7s. 6d. (£27 7s. 6d.); Private of Royal Marines, as allowance of 9d. a day for repairing accounts, £13 10s. 9d. (£13 10s. 9d.); Marine Officer, acting as Naval Intelligence Officer in China, an allowance of £s. 6d. a day, £19 10s. (£19 10s.).

Victualling and Clothing.—In Vote 2, victualling and clothing, the votes are: One Assistant Victualling Store Officer, £101, with £54 for colonial allowances, and £39 for house allowance. One Senior Writer, £138, with £86 for house and labour allowances on the establishment and hired, £38 10s. (23s. 5d.).

Naval Yard.—In Vote 3, shipbuilding, repairs, maintenance, &c., the salaries and allowances are: King's Harbour Master and Executive Officer, £500; Assistant Naval Store Officer, £224; First-class Writer, £133; three Writers, £30; allowances to officers of H.M.S. *Gloria* for performing Local Audit and Continuous Survey, £26. Total, £1,063. There is no vote this year for wages, clothing, &c., of police employed in the Naval Yard at Weihsien. Last year there was a vote of £235. Contingencies, £10 (£10).

Works, &c.—In Vote 10, works, buildings, and repairs, there is a vote of £6,000 for dredging. For Weihsien Naval Yard there are also: Minor new works, £300; ordinary repairs and maintenance, £2700. Total, £7,000.

Superintending Works, Buildings, &c.—Civil Engineer, £341, with £67 for colonial allowances and £59 for house allowance. One Draughtsman, £22. Total, 2, £210 (2, £254).

Medical Establishments.—In Vote 3, medical establishments, the votes are: Surgeon, £499; with £46 charge p. y. and £112 hospital allowances. One writer, £111. Provision for full pay leave to naval officers, £16. To all, two (two, £7 7s. 6d.). Wages of 13 hospital servants, £229; four chief sick-birth stewards and others, £87. Allowance in lieu of provisions, £104. For charge of library, £2. Total, 17, £221 (£221). Rents and tithes, £19; water, £5; electric light, £75 (£75); contingencies, £60.

Naval Yard.—In Vote 8, shipbuilding, repairs, maintenance, &c., there is a vote of £10 for wages, &c., of Police (2) in Naval Yard (2, £40).

Works, Buildings, and Repairs.—In Vote 10, works, buildings, and repairs, there is for minor new works at the Hospital a vote of £220; and for ordinary repair and maintenance the vote is £255. Total, 2, £270.

SHIPS AND WORKS ON THE STATION.

In the "Statement of Work," 1904-5, the following details relating to China are given:—

No change has taken place in the Battle-ship Squadron, which consists of four ships of the *Couper* class with the *Centurion*.

The armoured cruisers *Cressy* and *Leviathan* have been relieved by the *Hogue* and the *Sutlej*.

The first-class cruiser *Blanche* has been relieved by the *Andromeda*.

The second-class cruisers *Talbot* and *Edgar*.

The *Thetis* will be relieved by the *Conqueror*, to be transferred to the China Station from the Pacific Station.

The third-class cruiser *Furious* and the sloops *Esquile*, *Rinaldo*, and *Vesta* have been withdrawn without relief.

The gun-boat *Tucet*, *Bramble*, and *Britomart*, and the sloops *Algerine*, *Phoebe*, and *Rosario* have been paid off and laid up at Hongkong.

The shallow-draft steamer *Wedgton* has been sent out from England. There are now nine vessels of this type on the station and employed on Chinese rivers.

The destroyed *Sparrowhawk* struck a sunken rock near Shanghai on June 17, and became a total loss. Of the eight destroyers on the station it is intended to keep six in commission and two with nucleus crews.

Among the ships which have been, or will be completed, it is stated, the *Glory* battleship, the *gun-boat Tucet*, *Bramble*, and *Britomart*, and the sloops *Algerine*, *Phoebe*, and *Rosario* have been paid off and laid up at Hongkong.

The *Esquile*, *Rinaldo*, and *Vesta* are nearly completed at Hongkong.

The re-construction at Hongkong Hospital will be completed early in 1905-6.

The reclamation in front of the Naval Yard and W.R. Department properties at Hongkong is nearly completed. The wharf walls of the new basin are practically finished. The dock is in progress.

Loss by Exchange.—For the net loss by exchange incurred from payment made by Naval Accountant on the East India and China Stations, &c., and discount on bills drawn, there is a vote for £1,000 (£2,500).

Surveys are in progress within the China command.

WEIHSIEN.

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NOTICE.

Communications respecting Advertisements, But descriptions, Printing, Binding, &c., should be addressed to THE MANAGER. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed. Lieber's. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

PIANO TUNING.

M R. M. HENRY, Seven years with Messrs. BROADBENT, London, solicits the patronage of Hongkong residents. Piano or Organ Tuning, Repairing or regulating at Cheap Rates. Orders or inquiries may be left with N. Lazzaro, Optician, 10, D'Aguilar Street, Hongkong. 19th April, 1905. [1034]

MUSIC.

PIANO AND SINGING.

M R. A. GALUZZI is prepared to take pupils at his studio in the CITY HALL or at their residences. For terms, &c., apply to—

THE ROBINSON PIANO CO.

Hongkong, 19th April, 1905. [1028]

TO LET.

A DESIRABLE FLAT of 2 Unfurnished Rooms on Caine Road, with Bath-room, Veranda, and a Fine View of the Harbour. Apply to—“CAINE.”

Care of Daily Press Office.

Hongkong, 19th April, 1905. [1029]

TO LET.

NEW EUROPEAN HOUSES in Cameron and Des Vaux Roads, Kowloon. Electrical Fittings for Lights, &c., Possession about 1st June next.

Apply to—CHINA MERCHANT STEAM NAVIGATION CO.

15 & 16, Connaught Road, Praya W. Hongkong, 19th April, 1905. [1030]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

EASTER HOLIDAYS.

NOTICE IS HEREBY GIVEN that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on GOOD FRIDAY and EASTER MONDAY, the 21st and 24th instant, respectively.

By Order,

A. R. LOWE,
Secretary.

Hongkong, 11th April, 1905. [1031]

THE YANGTSE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the Rate of Twenty-Five per cent., being Fifteen Dollars per Share, on the Paid-up Capital of the above Association, has been declared Payable in Taels at Exchange 73 at the Chartered Bank of India, Australia and China or the Hongkong and Shanghai Banking Corporation, Shanghai, on and after this date to Shareholders of record on the 1st April, 1905.

By Order of the Board of Directors.

W. S. JACKSON,
Secretary.

Shanghai, 12th April, 1905. [1032]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW. THE Company's Steamship

“HAITAN.”

Captain Roach, will be despatched for the above port on FRIDAY, the 21st inst., at 9 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIX & CO., General Managers.

Hongkong, 18th April, 1905. [1026]

“MOGUL” LINE OF SHIPS.

NOTICE TO CONSIGNEES.

S.S. “PROLL” FROM LIVERPOOL AND GLASGOW. CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th April, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 28th April, or they will not be recognised.

All broken, clashed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th April, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by EODWELL & CO., LIMITED, Agents.

Hongkong, 18th April, 1905. [1027]

STEAMSHIP “DUMBEEA” COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.

CONSIGNEES of cargo from London ex.s.s. “Dordogne” and “Adour,” from Havre ex.s.s. “Adour,” from Bordeaux ex.s.s. “Ville de Celle,” and “Ville de Valence,” in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasurys and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on unless intimation is received from the Consignees before NOON, To-DAY, the 18th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, 25th April, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 25th April, or they will not be recognised.

All damaged packages will be examined on Tuesday, the 25th April, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 18th April, 1905. [1028]

NEW ADVERTISEMENTS

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR KUDAT AND SANDAKAN. Taking Cargo at Through Rates to TAWAO LAHAD DATU, LABUAN, JOLO, ZAMBOANGA AND MENADO. THE Company's Steamship

“BORNEO.”

Captain E. Mühl, will leave for the above ports on MONDAY, the 24th inst.

For Freight or Passage, apply to

N. D. DEUTSCHER LLOYD,
MELCHERS & CO., Agents.

Hongkong, 19th April, 1905. [1023]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

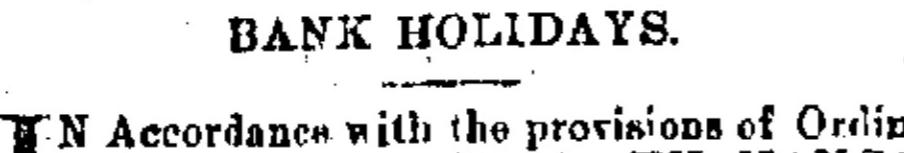
STEAM TO SHANGHAI, YOKOHAMA AND KOBE. THE Company's Steamship

“MARIA VALIERE.” Captain Borborovich, will leave for the above places on TUESDAY, the 25th inst., P.M.

For Freight or Passage, apply to

SANDER, WILWER & CO., Agents.

Hongkong, 19th April, 1905. [1024]



BANK HOLIDAYS.

In Accordance with the provisions of Ordinance No. 6 of 1877 the EX-HANG BANKS will be CLOSED for the Transaction of Public Business on GOOD FRIDAY and EASTER MONDAY, the 21st and 24th inst.

Hongkong, 19th April, 1905. [1015]

HONGKONG CLUB.

NOTICE.

THE NINETEENTH YEARLY GENERAL MEETING of the Members of the Hongkong Club will be held in the Club House, Tu-MORROW (THURSDAY), the 20th April, 1905, at 5 P.M.

By Order,

C. H. GRACE,
Secretary.

Hongkong, 12th April, 1905. [1020]

HONGKONG JOCKEY CLUB.

NOTICE.

A EXTRAORDINARY GENERAL MEETING of Members of the above Club will be held in the CITY HALL, on SATURDAY, the 29th April, 1905, at 3 P.M.

A Notice will be sent to Members embodying the Special Resolutions to be submitted at this Meeting.

By Order,

T. F. HOUGH,
Clerk of the Course.

Hongkong, 14th April, 1905. [1011]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY GENERAL MEETING of Members will be held in the CITY HALL, on SATURDAY, the 29th April, 1905, at 3:30 P.M.

By Order,

T. F. HOUGH,
Clerk of the Course.

Hongkong, 14th April, 1905. [1022]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction.

TO-MORROW (THURSDAY),

the 20th April, 1905, at 2.30 P.M., at his SALES ROOMS, Queen's Road.

SUNDAY HOUSEHOLD FURNITURE, CAMP PHOR-WOOD WARDROBE, CROCKERY, GLASS and PLATED WARE, ELECTRIC FANS, COPIYING PRESS; JINBICK-SHA, LADIES' and GENT'S BICYCLES, and EVENING CHAIRS, COOKING RANGE, &c. &c.

TERMS OF SALE.—As Customary.

V. I. REMEDIOS,
Auctioneer.

Hongkong, 18th April, 1905. [1017]

PUBLIC AUCTION.

M R. GEO. P. LAMMERT has received

instructions to Sell by Public Auction

on WEDNESDAY,

the 26th day of APRIL, 1905, at 3 P.M., at his SALES ROOMS.

The following VALUABLE LEASEHOLD PROPERTY situate at Victoria in the Colony of Hongkong, viz.—

All that Piece or Parcels of Ground situate at Victoria aforesaid registered in the Land Office as INLAND LOT No. 1,658, Area 689 square feet. Term 75 years. Annual Crown Rent \$1.00 together with the Message thereon known as No. 2, Po Hing Fong.

For further particulars and conditions of sale, apply to

JOHNSON, STOKES & MASTER,
Solicitors for the Mortgagors;

or to

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 13th April, 1905. [923]

TO BE SOLD BY PUBLIC AUCTION.

BY Order of the Supreme Court of Hongkong, VALUABLE LEASEHOLD PROPERTY, Situate at

PARK VIEW, LYTTLETON ROAD, Victoria,

MONDAY,

the 1st MAY, 1905, at 3 P.M.,

at Messrs. HUGHES & HOUGH'S SALES ROOMS, Des Vaux Road, Central.

All that Piece of Ground situate lying and being at Victoria in the Colony of Hongkong and registered in the Land Office as INLAND LOT No. 1,216 containing by measurements 75,291 square feet together with the Messuages thereon known as No. 1, 2, 3, 4, 5, & 6, Park View, Lyttleton Road, Victoria.

For further particulars, apply to

Messrs. DENNYS & BOWLEY,
Vendor's Solicitors,

or to

Messrs. HUGHES & HOUGH,
Auctioneers.

Dated the 10th day of April, 1905. [924]

PUBLIC COMPANIES

GEO. FENWICK AND COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL Victoria, Hongkong, on TUESDAY, the 25th day of April, 1905, at 12.30 o'clock in the afternoon, when the subjunctive resolution will be proposed.

RESOLUTION:

“That the Capital of the Company be increased from \$150,000 to \$150,000 by the creation of 12,000 new Shares of \$25 each; that 6,000 of the said new Shares be offered to the parties who on the 25th day of April, 1905, shall be Members, in proportion to the existing shares held by them; that the full amount of each of the said 6,000 new shares taken up be paid to the Company either (without interest thereon) or on or before the 30th day of June, 1905 or before the 15th August, 1905, or for such lesser period as the Directors shall from time to time or at any time determine; and that the remaining 6,000 new shares be offered to such parties, at such time or times or upon such terms and conditions as the Directors shall think fit and determine.”

By Order of the Board of Directors,

W. G. WINTERBURN,
General Manager.

Hongkong, 15th April, 1905. [1022]

TO LET

TO LET.

IN Hotel Mansions THREE OFFICES commanding position on Front.

Apply—

M. J. D. STEPHENS, Solicitor,
Hongkong, 29th March, 1905. [845]

TO LET

**ROBINSON
PIANO Co. LTD.**
THE
**PREMIER PIANO
FIRM AND THE
ONLY PIANO SPECIALISTS
IN HONGKONG: NOT
MERE DEALERS, BUY-
ING AT ONE PRICE AND
SELLING AT ANOTHER,
BUT
PRACTICAL EXPERTS
AND
MANUFACTURERS
DEVOTED EXCLUSIVELY
TO THE MUSICAL
INSTRUMENT TRADE.**

These are
FACTS OF THE
FIRST IMPORTANCE
TO PIANO BUYERS.

This Company is also "by far
the LARGEST PIANO BUYER
IN CHINA and gives the most
SOLID VALUES and a
Wide Selection of Makes
Choiced at the Factories and
ABSOLUTELY GUARANTEED.
Hongkong, 6th April, 1905.

PURE FRESH WATER.

THIS HONGKONG STEAM WATER
BOAT CO., LTD., is prepared to supply
ANY QUANTITY of PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.
Call Flag W.
J. W. KEW,
Manager,
1st Floor, 37, Connaught Road,
Hongkong, 15th June, 1903.

QUAN WAH & CO.
GRANITE AND MARBLE MERCHANTS.
EXPORTERS AND CONTRACTORS.
Sole Agents of
QUAN TAI & CO., Lime Manufacturers.
All descriptions of
GRANITE AND MARBLE FOR EXPORT.
Dealers in
GRANITE AND MARBLE MONUMENT
Prices & Estimates on Application.
No. 1, QUEEN'S ROAD EAST.
Hongkong, 17th January, 1905.

**HONGKONG
BUSINESS DIRECTORY.**
BOOKBINDING.

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home
work.

IRON MERCHANTS.

SINGON & CO.
Iron, Steel, Metal and Hardware
Merchants. Wholesale and Retail
Ironmongers. Pig Iron and Foundry
Coke Importers. General Stores
keepers and Tool Dealers &c.
35 & 37, Hing Loong Street
(1st Street, West of Central
Market.)

JEWELLERS

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 46
Watson's Building, Queen's Road, Also
at Shanghai, Manila, Paris and Iloilo.

PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST.
Bromide and Crysco Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila, Work
done for Amateurs; No. 8A, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishman.

STOREKEEPERS

EISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners
Coal Merchants, Hardware, Engineers
Tools, Metal, Iron and Steel Merchants
57 & 59, Connaught Road, New
Praya Central.

BOARD AND RESIDENCE

"TANG YUEN."
BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine
and Accommodation.
Apply—MANAGERESS,
Macdonald Road
of
FAIRALL & CO., Queen's Road
Hongkong, 2nd March, 1905. [51]

PENSION FRANCAISE
AND RESTAURANT.

49, POTTERING STREET,
TENUE PAR MME. I. GUIOU.

FIRST-CLASS COOKING BY A FRENCH COOK.
Terms: \$3.50 per day.
Reduced Terms for an Extended Stay.
Hongkong, 13th January, 1905.

BOARD AND RESIDENCE.

MRS. GILLANDERS
"GLENWOOD."
27, CAINE ROAD.
Hongkong, 10th March, 1904. [761]

FIRST-CLASS BOARD & RESIDENCE

"ST. GEORGE'S HOUSE,"
2 & 4, KENNEDY ROAD,
and
"TOWER HOUSE," Kennedy Road.

EXCELLENT Table. Every home comfort
Well furnished rooms facing the harbour
For terms, apply to
Mrs. G. SACHSE.
"St. George's House,"
Hongkong, 17th March, 1903. [70]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1899.

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1903.
£16,893,650.

I. AUTHORIZED CAPITAL... £25,000,000
SUBSCRIBED CAPITAL..... 2,750,000
PAID-UP CAPITAL..... 687,500 6 0
II. FIRE FUNDS..... 3,056,961 12 3

The Undersigned AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN, TOME & CO.,
Agents.
Hongkong, 18th June, 1904. [1859]

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [18]

L'UNION DE PARIS FIRE INSURANCE
COMPANY, LIMITED

THE Undersigned having been appointed
AGENTS for the above Company are
prepared to accept Risks against Fire at current
rates.
SIEMSSSEN & CO.
Hongkong, 1st January, 1904. [31]

HIRANO WATER.

THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST.
Bottled in Japan by H. E. REYNELL & CO.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.
Hongkong, 31st July, 1903. [36]

CHINA NAVIGATION CO., LTD.

"SUNGKIAN" FIRE, APRIL 29TH, 1904.

SHIPPERS Underwriters and others are
hereby notified that the GENERAL
AVERAGE STATEMENT will be CLOSED
on 15th MAY, 1905, and that all claims not
sent in to the undersigned before that date
cannot be included in the Statement.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 18th April, 1905. [101]

LESSONS IN FRENCH.

NEW and easy method of learning French
in a few months, mainly by conversation
by a Frenchman. Terms very moderate.
Also Lessons in English by an English Lady.
E. R.,
Care of Office of this Paper.
Hongkong, 16th May, 1903. [49]

NOTICES OF FIRMS

TO WHOM IT MAY CONCERN.

WE beg to notify the General Public that
the Liability and Responsibility of
Messrs. H. PRICE AND COMPANY of
Hongkong in connection with the Branch of
their Wine and Spirit business in Manila,
Philippine Islands, ceased on the 31st January,
1905, on which date this business was purchased
and taken over by the undersigned.

H. J. ANDREWS & COMPANY,
Manila, Philippines Islands.
Manila, 10th April, 1905. [1006]

NOTICE.

THE Undersigned beg to notify that only
Mr. A. K. ARCUILLI is entitled to
Sign the Firm's name.
ARCUILLI, CRUZ & CO.
Hongkong, 14th April, 1905. [987]

NOTICE.

THE Hong Name of the Firm of L. G.
PLACE TAVARES & CO., Importers,
Exporters and Commission Merchants of
Canton (Established in 1902), has been Changed
from WING WO YOUNG HONG to P.
WA YOUNG HONG which said name was
registered in the British Consulate at Canton
on March 27th, 1905.

L. G. PLACE TAVARES & CO.
Canton, 15th April, 1905. [1000]

OUR MINE-STREWN SEAS.

Hongkong magistrates, in view of their
repeated assertions to sailors charged with
refusing duty, that there is no danger now,
may find food for thought in the following
extract from our Shanghai contemporary:

The critical condition of maritime affairs to
all concerned in trade or otherwise in the
North of China has been exemplified by the
fact that the C. S. *Liehshing* destroyed two
"tipping" minis directly in her course between
Shawishan and the S. E. Promontory not
remotely from the former lighthouse island
but within 10 miles north of it. We have
pointed out in our columns that a spiked mine
when given sees of its certain destruction
by any vessel with ammunition on board,
owing to the fragile nature of the projectiles
on it. Given the worst, the instantaneous
explosion of the internal machine, if struck by a steamer (as in the case of the C. N. S.
Kashin), there is a chance for those on board
because with the snapping of the tube the bow
is immediately affected and a water tight bulkhead
intervenes if it is not demolished in the
explosion. With a "tipping" mine all hope
is eradicated. Granted that a ship strikes one,
the speed of the vessel being the main about
midships ere the explosion takes place. The
rest of the story need not be told. There is
therefore this certainty now by the Northern
boats, viz., a stretch of water that must be
passed during the night without any prospect
of detecting the danger with which it is
enumbered and that danger is of the worst
kind. It is a good thing for shipowners that
they have those on board willing to face the
peril at the ordinary rate of wages.

The *Liehshing* left Shanghai on the afternoon
of the 25th of March. We learn that the first
mine seen by her was about 80 miles north of
Shawishan. Considerable disappointment and
consternation was felt when it was noticed to
be a "tipping" one as those on board had failed
to remove one of that sort on a previous occasion.
Nothing planned, target practice commenced
under difficulties that would have taxed the
skill of the best shot at the Shanghai range.
A fresh wind was blowing and a heavy swell on
the surface of the water made the mine a veritable
"moving object" target. It would appear fine
and large on the crest of a wave only to sink
out of sight into the "furrows" on the troughs in
which it had rolled his aim for a half-a-mile. In spite
of this the click of the striking but-lets was
plainly heard and reward followed by the
mine gradually sinking from view without a
sound or funal note. Relief was felt at this
unexpected coup.

This excitement was considered sufficient for
the day, but the oil did not relax. Within
two hours the alarm was again given and another
monster a-peared with a green band
that alternately spread out on the surface of
the water or clung to its circumference as it
crossed on the swell of the sea. This was a
patriarch amongst the mines and old age and
parades had done everything but explode it.
The noisy soon had the bullets showering
unmercifully around him and his were ripped
off in rag time. Aiming had improved with
exercize. Within half an hour the venerable
gentleman dived under with a gurgle that
might be translated "Resurgam." At any rate
the mine acted up to that principle as far as it
could go. Nothing was noticeable on the sea
and everybody expected that the quietude was
the end of all with the previous mine, but it was
not so. Suddenly a loud though muffled report
was heard, followed by a shock to the ship.
In a few seconds a smooth spot was seen on
the water with small bubbles issuing up, rapidly
gaining in size as they were followed by their
successors until they accumulated into a boiling
mass of turgid muddy water. This agitation
increased in size and dimension until it found a
huge devil's cauldron suitable for the witches
in Macbeth to dance around. What happened to
the mine can only be imagined, but it is probable
that in touching bottom it carried over and
carried out the purpose for which it was created
i.e., exploded. A grand old man for it to do.

The gratification to be drawn from these
incidents—if any gratification can be drawn by
all—is the assurance that even a tipping mine
will succumb to the nickel pointed Lee-Metford
bullet, for such we understand was the weapon
used. The Martini was employed also but the
Lee-Metford was able to perforate the shell and
water did the rest. A closer range can be
allowed to a tipping mine if the experience of
those on board the *Liehshing* can be relied
upon, but directly it sinks it is advisable to
get well away from the decisive shock to the
ship when contiguous to the explosion under
water. The impetus given to the natural inertia
of a liquid is communicated a long distance
around and is unpleasant. This hint may be
useful to others in the merchant service who
undertake to travel naval duties.

The *Liehshing*'s record now stands in foot all
parlance—four goals and one try!

THE HOMeward VOYAGE.

Seeing that each spring sees a large contingent
of residents in the Far East homeward bound
by steamers of one line or another the following,
on the subject of "single-berthed cabins," comes home not only to those who are
about to travel home, but to those who hope
eventually to travel home—a category that
includes practically all the Europeans in the
Straits and the Far East.

A correspondent writes to us on a subject
that is of interest to all travellers by sea. He
causes the practice of crowding two or more
strangers into one small cabin as an anachronism and indecent, and thinks that "the
company that provides decently berthed
cabins will sweep the board." His suggestion
is that this might be done by spending less money on decorations, but we are
afraid that he misses the real crux of the
problem. It is essentially a question not of
costly construction but of the relation of cabin
space to running expenses. Gilding and paint
do not restrict the number of passengers that
may be carried; the abolition on any large scale
of the multi-tiered cabin would certainly do
so, with the added result of a general advance
in the fares. As it is, it is difficult at certain
seasons of the year to secure a berth without
taking it a considerable time in advance, and
the multiplication to any great extent of
single-berthed cabins would increase this
difficulty as well as the company's charges.
Everyone will sympathise with our correspondent's
desire for greater privacy while travelling,
but he scarcely seems to realise the practical
conditions of space and money with which the
steamship companies are confronted.

We have had exhibited to us in Singapore
within the past year cases of a remarkable
development in the way of the provision of
space and comfort for passengers. These
instances were, however, not in mail steamers, and
not, in any case, in vessels under the British
flag. It is of course a question in relation to
expenditure per mile run. And it is safe to
say that no mail steamers for that reason can
ever give, at normal rates, the splendid comfort
and cabin space that can be provided by lines
of large cargo carrying steamers that also lay
themselves out to carry a comparatively limited
number of passengers. High mail-liner speed

means high passage rates and the chance of
always two or three in a cabin. Less speed
and longer stays in ports of call for the handling
of cargo means an easy and economical supply
of luxurious cabin space to the individual passenger.
But we must very well have it both
ways.—*Singapore Free Press*.

GARRISON ORDERS.

HEAD QUARTERS,
HONGKONG, 18th April, 1905.

GARRISON ORDERS—R.I.M.S. *Hardinge*—No. 1. The R.I.M.S. *Hardinge* due here on the
26th inst. has been delayed the following troops:—
2nd Baluchis, 12 officers and men, 14 native
officers, 788 N.C.O.'s and men, 86 followers,
12 horses; 119th Infantry, one officer, one native
officer, 114 N.C.O.'s and men, one follower.
Advance parties for North China, 47th Sikhs,
one officer, one native officer, 12 N.C.O.'s and men,
160 Dragoons, one officer, one native officer, 12
N.C.O.'s and men.

Garrison Guards &c.—No. 2. Garrison
Guards and Orderlies &c. from 29th April to 3rd
September, 1905. 1st Section 119th Infantry
with the following exceptions:—Government
House, 1 N.C.O. 3 men, Head Quarter
House, 1 N.C.O. 3 men, Head of 3rd
Burma Inf. from 26th April to 6th June;
Laboratory, 1 N.C.O. 3 men, Magazine, 1
N.C.O. 6 men; Fly Point, 1 N.C.O. 6 men;
Stonecutters East, 1 N.C.O. 3 men; Stonecutters
South Shore, 2 N.C.O.'s 6 men; Stonecutters
Central, 1 N.C.O. 3 men; Kowloon West,
1 N.C.O. 3 men; Victoria Battery, 1 N.C.O.
3 men, by 3rd Burma Inf. from 25th April to
6th May; Ordinance, 1 N.C.O. 3 men, Syau
Battery, 1 N.C.O. 3 men; by 3rd Burma Infantry
from 25th April to 6th June; Ordnance, 2 N.C.O.'s
18 men; Kellef Island, 1 N.C.O. 3 men; Kowloon
East, 1 N.C.O. 3 men; Kowloon Dock,
1 N.C.O. 3 men; Ordinance Head-quarters
Office, 1 N.C.O. 3 men; 2nd Reliefs, 1 N.C.O. 4 men;
Picquet Kowloon Police pier, 1st & 2nd Reliefs,
1 N.C.O. 3 men, by 3rd Burma Infantry from
25th April to 6th June; Ordinance, 2 N.C.O.'s
18 men; Kellef Island, 1 N.C.O. 3 men; Kowloon
East, 1 N.C.O. 3 men; Kowloon Dock,
1 N.C.O. 3 men; Ordinance Head-quarters
Office, 1 N.C.O. 3 men; 2nd Reliefs, 1 N.C.O. 4 men;

R.G.A. Lyonnaise, H.K.S.B.R.G.A.
Guards &c.—No. 3 continued.—Certificates
as under to be rendered by 30th April 1905
to Officers in Barracks. That the utensils
and furniture are complete and in a serviceable
condition (or otherwise). To D.O.R.E. i.e.
That the R. E. Fixtures are complete and the
Guard Room in good repair; (or otherwise);
To C. S. O. That the orders for the Commanders
of the Guards and those for the sentries
are in good condition, both in the English and
the vernacular translation viz.—Mahar

SHIPPING.

ARRIVALS.

CONINGSBY, British str., 2,157, Chas. E. Topp, 18th April.—Cardiff and Feb. Coal—Order. DUMBEA, French str., 3,457, Bayor, 18th April.—Marseilles and Saigon, 5th April, Manila and General.—Messageries Maritimes. EROLL, British str., 2,850, Graham, 18th April.—Liverpool via Singapore 6th March, General—Dowdell & Co. HANGSONG, British str., 18th April, from Canton. HONGSHEE, British str., 2,053, H. Peters, 18th April.—Penang 9th April and Singapore 12th, General—Chinese. ISLEWORTH, British str., 1,716, Cox, 18th April.—Saigon 14th April, General—Dowdell & Co. LYDIA, German str., 1,771, Gießelhoran, 18th April.—Wuhu and Chinkiang 14th April, General—Siebenm. & Co. PHUEN, French str., 1,298, L. Ducoisart, 18th April.—Saigon 14th April, General—Bunley & Co.

DEPARTURES.

18th April.
BATTERSEA BRIDGE, British str., for Suez.
CATHERINE ARCA, British str., for Calcutta.
DUMBEA, French str., for Shanghai.
EXAGO, British str., for Canton.
FOOSHUNG, British str., for Swatow.
GLENOHIE, British str., for Yohkoh.
LINCOSHAKE, British str., for Quilon.
POOKA, German str., for Hangchow.
PROMER, Norwegian str., for Swatow.
SIBERA, American str., for San Francisco.
SKIN, British str., for Natal.
TEAN, British str., for Manila.
TONKIN, French str., for Europe.
WONGKOI, German str., for Swatow.

SHIPPING REPORT.
The British str. *Hongher* reports: Light variable wind, smooth sea and fine weather to Gap Rock.

VESSELS IN DOCK.

18th April.

ABERDEEN DOCKS.—
KOWLOON DOCK.—Erna, *Bhaka*, *Kongnam*, *Wokong*, *Fatshan*, *Fiume*, H.M.S. *Altair*, B. *Bjornson*.
COSMOPOLITAN DOCK.—*Singora*.

VESSELS ON THE BERTH

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"HAIMUN."

Captain Robson will be despatched for the above ports TO-DAY, the 19th inst., at 10 A.M.
For Freight or Passage, apply to

DOUGLAS LAPAIK & CO.,
General Managers
Hongkong, 18th April, 1905.

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.
THE Company's Steamship

"PUNDUA."

Captain R. F. Thomson, will be despatched as above on SUNDAY, the 23rd inst., at DAYLIGHT.
For Freight or Passage apply to

JARDINE, MATHESON & CO.,
Agents.
Hongkong, 18th April, 1905.

REGULAR
STEAMSHIP SERVICE TO NEW YORK,
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT MALABA
COAST).

PROPOSED SAILINGS FROM HONGKONG,
1905. About

"LOWTHER CASTLE" ... 19th April.
"SAGANI" ... 20th May.
"HINDUSTAN" ... 6th June.
"JEROOL" ...

For Freight and further information, apply to
DODWELL & CO., LTD.
Agents.
Hongkong, 12th April, 1905.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON
Through Bills of Lading Issued for
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamer

"SIMLA,"

Captain F. R. Summers, carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 22nd April, at Noon, taking passengers and cargo for the above ports in connection with the Company's steamer "Moldavia," 9,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Macdonald," due in London on the 4th June, 1905.

Parcels will be received at this Office until 4 p.m., the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
L. S. LEWIS,
Acting Superintendent.
Hongkong, 10th April, 1905.

FOR NEW YORK
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT THE MALABA
COAST).

THE Steamer

"HUDSON,"

Captain Burnett, is expected here on the 28th inst., at daylight and will be despatched on the 30th inst., in the afternoon.

For Freight & further information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department,
4, Des Voeux Road, Central.

Hongkong, 7th April, 1905.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those 4 miles off Kowloon Wharf K.W., together with the number denoting the section.

VESSELS ADVERTISED AS LOADING

SECTIONS.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & B.R.	DEPTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL ...	SIMLA	Brit. str.	—	F. R. Summers	P. & O. S. N. Co.	On 22nd inst. at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	CEYLON	Brit. str.	—	C. F. Lockston, R.N.R.	About 26th inst.	
LONDON & ANTWERP.	BERALDER	Brit. str.	—	McIntosh	On 15th May.	
AMSTERDAM, LONDON & ANTWERP	KAISSON	Brit. str.	1 m.	.....	On 25th inst.
AMSTERDAM, LONDON & ANTWERP	JASON	Brit. str.	1 m.	.....	On 9th May.
AMSTERDAM, LONDON & ANTWERP	DIOME	Brit. str.	1 m.	.....	On 23rd May.
MARSEILLES, &c., VIA PORTS OF CALL	CALCRAS	Brit. str.	1 m.	.....	On 6th June.
BREMEN, VIA PORTS OF CALL	KINTUCK	Brit. str.	1 m.	.....	On 29th June.
HAVRE, BREMEN & HAMBURG	ARMAND BEHIC	Brit. str. ....	—	.....	On 2nd May, at 1 P.M.
HAVRE & HAMBURG	P. E. FRIEDRICH	Gor. str.	k. w.	.....	On 23rd inst., at Noon.
HAVRE & HAMBURG	SILESIA	Gor. str.	k. w.	E. Probu	To-morrow.	
HAVRE & HAMBURG	NASOVIA	Gor. str.	k. w.	Bahle	On 27th inst.	
HAVRE & HAMBURG	SLAVONIA	Gor. str.	k. w.	Cautiony	On 30th inst.	
HAVRE & HAMBURG	SEGOVIA	Gor. str.	k. w.	Jacob	On 2nd M.	
HAVRE & HAMBURG	C. FRED. LAEISZ	Gor. str.	k. w.	Madsen	On 10th May.	
HAVRE & HAMBURG	BRIEGAVIA	Gor. str.	k. w.	Schoenfeldt	On 30th May.	
HAVRE & HAMBURG	TRISTEZA, &c., VIA SINGAPORE, &c.	Aus. str.	—	Jahung	On 13th June.	
HAVRE & HAMBURG	ALCINUS	Brit. str.	1 m.	von Hoff	On 27th June.	
HAVRE & HAMBURG	LAERIES	Brit. str.	1 m.	Schmidt	On 1st May.	
HAVRE & HAMBURG	DRACULION	Brit. str.	1 m.	Mistrorigo	On 21st inst., at 5 P.M.	
HAVRE & HAMBURG	TELENACHUS	Brit. str.	1 m.	SANDER, WIELER & CO.	On 20th June.	
HAVRE & HAMBURG	TERMONT	Am. str.	—	BUTTERFIELD & SWINE	About 19th inst.	
HAVRE & HAMBURG	NUMIA	Gor. str.	k. w.	DODWELL & CO., LTD.	On 30th inst., P.M.	
HAVRE & HAMBURG	EMPEROR OF INDIA	Gor. str.	—	STANDEAD OIL CO.	About 15th May.	
HAVRE & HAMBURG	ATHOL	Brit. str.	—	SCHWEYER, TOMES & CO.	On 25th May.	
HAVRE & HAMBURG	TARTAR	Brit. str.	2 m.	HAMBURG-AMERIKA LINIE	To-day.	
HAVRE & HAMBURG	TELENACHUS	Brit. str.	1 m.	CANADIAN PACIFIC R. CO.	On 26th inst.	
HAVRE & HAMBURG	PRINZ WALDEMAR	Gor. str.	—	BUTTERFIELD & SWINE	To-day.	
HAVRE & HAMBURG	EXPIRE	Brit. str.	—	DODWELL & CO. LIMITED, PORTLAND & ASIA, S.E. CO.	On 25th inst.	
HAVRE & HAMBURG	TSIENAN	Brit. str.	1 m.	BUTTERFIELD & SWINE	On 26th June.	
HAVRE & HAMBURG	KANSU	Brit. str.	—	Woltemans	On 2nd May, at Noon.	
HAVRE & HAMBURG	ESANO	Brit. str.	—	GIBB, LIVINGSTON & CO.	On 25th May.	
HAVRE & HAMBURG	TIENSIN	Brit. str.	—	BUTTERFIELD & SWINE	To-day.	
HAVRE & HAMBURG	SHANGHAI, KOBE & YOKOHAMA	Fran. str.	—	JARDINE, MATHESON & CO.	On 25th inst., at 4 P.M.	
HAVRE & HAMBURG	CHUSAN	Brit. str.	—	MELCHERS & CO.	About 17th inst.	
HAVRE & HAMBURG	HINSONG	Brit. str.	—	JARDINE, MATHESON & CO.	On 22nd inst., at Daylight.	
HAVRE & HAMBURG	MARIE VALENTIN	Aus. str.	—	R. F. Kenrick, R.N.R.	On 25th inst., at Daylight.	
HAVRE & HAMBURG	B. B. ORMOND	Gor. str.	—	BUTTERFIELD & SWINE	On 22nd inst.	
HAVRE & HAMBURG	PUNDUA	Brit. str.	—	Woltemans	On 2nd May, at Noon.	
HAVRE & HAMBURG	HAIMUN	Brit. str.	2 h.	GIBB, LIVINGSTON & CO.	On 6th May, at Noon.	
HAVRE & HAMBURG	HAITAN	Brit. str.	2 h.	BUTTERFIELD & SWINE	On 25th inst.	
HAVRE & HAMBURG	W-SANG	Brit. str.	—	JARDINE, MATHESON & CO.	On 25th inst., at 4 P.M.	
HAVRE & HAMBURG	LOONGSANG	Brit. str.	—	DODWELL & CO.	About 21st inst.	
HAVRE & HAMBURG	RUDI	Brit. str.	—	JARDINE, MATHESON & CO.	On 22nd inst., at 4 P.M.	
HAVRE & HAMBURG	ZAPIRO	Brit. str.	—	R. F. Thompson	On 25th inst., at 4 P.M.	
HAVRE & HAMBURG	TAMING	Brit. str.	1 m.	ROACH	On 24th inst., at 4 P.M.	
HAVRE & HAMBURG	SUNGGANG	Brit. str.	1 m.	A. H. Notley	On 24th inst., at 4 P.M.	
HAVRE & HAMBURG	PROVIDENCE	Brit. str.	1 m.	R. Rodger	On 24th inst., at 4 P.M.	
HAVRE & HAMBURG	TIFANAN	Dut. str.	—	BUTTERFIELD & SWINE	On 25th inst.	
HAVRE & HAMBURG	BORNEO	Gor. str.	—	JARDINE, MATHESON & CO.	On 24th inst., at 4 P.M.	
HAVRE & HAMBURG	NAMSANG	Brit. str.	—	Zwart	On 25th inst.	
HAVRE & HAMBURG	HONGKONG OFFICE, NO. 1 QUEEN'S BUILDING.	—	—	E. Muhs	On 26th inst., at 3 P.M.	

VESSELS ON THE BERTH

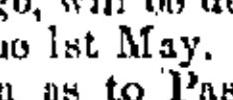


AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

Taking cargo at through bills to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship



"TRISTEF"

Captain Mistrigio, will be despatched as above on MONDAY, the 1st May.

For information as to Passage and Freight apply to

SANDER, WIELER & CO., Agents, Prince's Buildings, Hongkong, 1st April, 1905.

[3]

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

</

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"DIOME"	On 22nd April.
GLASGOW and LIVERPOOL	"CALCHAS"	On 24th April.
GLASGOW and LIVERPOOL	"MOYUNE"	On 1st May.
GLASGOW and LIVERPOOL	"DEUCALION"	On 6th May.
GLASGOW and LIVERPOOL	"KINTUCK"	On 6th May.
GLASGOW and LIVERPOOL	"MENELAUS"	On 16th May.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 18th May.

HOMEWARDS.

FROM	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"ALCINOUS"	On 21st April 5 p.m.
AMSTERDAM, LONDON and ANTWERP	"KAISOW"	On 25th April.
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 9th May.
GENOA, MARSEILLES and LIVERPOOL	"LAERTES"	On 20th May.
AMSTERDAM, LONDON and ANTWERP	"DIOME"	On 23rd May.
AMSTERDAM, LONDON and ANTWERP	"CALCHAS"	On 6th June.
GENOA, MARSEILLES and LIVERPOOL	"DEUCALION"	On 20th June.
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 20th June.

Taking Cargo for Liverpool at London Rates.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, AND PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"TELEMACHUS" ... "NINGCHOW"	On 19th April. On 21st May.
For Freight, apply to—	BUTTERFIELD & SWIRE, AGENTS.	

Hongkong, 10th April, 1905.

[9-10]

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 22nd April
ILIGO	"PROVIDENCE" ..	On 24th April
CEBU	"TAMING" ..	On 24th April
ILIGO	"SUNGKIANG" ..	On 25th April.
TSINGTAO, CHEFOO and TIENTSIN KOBE	"KANSU" ..	On 25th April.
	"TSINAN" ..	On 25th April.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 17th April, 1905.

[11]

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA,
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF INDIA"	6,000 Tons.	WEDNESDAY, 19th April.
R.M.S. "TARTAR"	4,425 Tons.	WEDNESDAY, 26th April.
R.M.S. "EMPEROR OF JAPAN"	6,000 Tons.	WEDNESDAY, 10th May.
R.M.S. "ATHENIAN"	3,882 Tons.	WEDNESDAY, 24th May.
R.M.S. "EMPEROR OF CHINA"	6,000 Tons.	WEDNESDAY, 31st May.
Hongkong, 1st Class	via St. Lawrence \$20.	via New York \$26.
Intermediate on Steamers, 1st Class Rail	240.	242.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIP, passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Government.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

D. W. CRADDOCK, Acting General Agent,
9, Pedder Street.

[6]

REGULAR STEAMSHIP SERVICES

BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
ANPING VIA SWATOW	"B. BJORNSEN" C. OLSEN	WEDNESDAY, 19th April, at 8 A.M.

For Freight, Passage, and further information, apply to Bradley & Co.,

LATE

OSAKA SHOSEN KAISHA.

Hongkong, 7th April, 1905.

[14]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	A. H. Notley	Manila via Amoy.	Sat, 23rd April, Noon.
ZAFIRO	2540	R. Hodger	Manila.	Sat, 29th April, 10 A.M.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 17th April, 1905. [15]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.
THE Company's Steamship.

"NAMSANG."

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from along side.

Cargo impeding the discharge or remaining on board after 4 P.M., Wednesday, the 19th inst., will be landed at Consignee's risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATTHESON & CO.,
General Managers.

Hongkong, 17th April, 1905. [16]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship

"INDRAMAYO."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 21st inst., at 5 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

This Vessel brings on port cargo of s.s. "Verona" from New York.

JARDINE, MATTHESON & CO.,
Agents.

Hongkong, 17th April, 1905. [16]

THE AMERICAN SYSTEM
OF DENTISTRY.

De M. H. CHAUN.

37, DE VERA ROAD CENTRAL, HONGKONG
From the University of Pennsylvania, U.S.A.
Hongkong, 3rd June, 1904. [16]

THE NEW FRENCH REMEDY

TRADE THERAPIST MARK

THE AMERICAN SYSTEM

OF DENTISTRY

De M. H. CHAUN.

37, DE VERA ROAD CENTRAL, HONGKONG

From the University of Pennsylvania, U.S.A.
Hongkong, 3rd June, 1904. [16]

THE NEW FRENCH REMEDY

TRADE THERAPIST MARK

THE NEW FRENCH REMEDY

POST OFFICE NOTICES.

EASTER HOLIDAYS.

On Friday and Monday, the 21st and 24th April, the Post Office will be open for one hour only, i.e. from 8 a.m. till 9 a.m. All outgoing mails will be closed at 9 a.m. On Saturday, the 22nd April, the Post Office will remain open till noon for the despatch of the English mail for Europe.

There will be one delivery and collection of letters each day as on Sundays.

The Money Order Office will be entirely closed during the Holidays.

The next outgoing parcel mail to Europe, per s.s. *Sindu* will be closed on Thursday, the 20th, at 3 p.m., and not on Friday, that day being declared a public holiday.

The *China*, with the English Mail of the 24th ult., left Singapore on Saturday, the 15th inst., at 1 p.m., and may be expected here to-morrow, at 6 a.m. This packet brings replies to letters despatched from Hongkong on the 21st February. This steamer leaves the parcel mails closed in London for despatch by the sea route on the 16th of March, and for despatch overland on the 22nd March.

* * * Mails for CANTON, SAMSHU, WUCHOW and MACAO will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m.

Mails for KAO-TUNG, SANHEI, KUNMING, SAMSHU, WUCHOW and

* * * CANTON will be closed every weekday, at 5 p.m. On Sundays the mails will be closed at 9 a.m.

* * * No mails are despatched to those places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR DATE

Swatow, Amoy and Tamsui	Hainan	Wednesday, 19th, 9.00 A.M.	
Swatow and Bangkok	Louise	Wednesday, 19th, 9.00 A.M.	
SHANGHAI, NAGASAKI, KOBE, COKHAMA, VICTORIA AND VANCOUVER (H.C.L.)	Empress of India	Wednesday, 19th, 10.00 A.M.	
Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents,		Registration, with late fee of 10 cents, up to 10.30 A.M.	
Macao	Hengshan	Letters 11.00 A.M.	
Saigon	Pollux	Wednesday, 19th, 1.15 P.M.	
Amar	Petrarch	Wednesday, 19th, 2.00 P.M.	
Hoiang and Haiphong	Horace	Wednesday, 19th, 3.00 P.M.	
Macao	Huan	Wednesday, 19th, 3.15 P.M.	
Manila	Hemisphair	Wednesday, 19th, 3.30 P.M.	
Singapore and Shantung	Sidon	Thursday, 20th, 2.00 P.M.	
Kongmoo, Kunming, Shinkang and Takling	Hongyang	Thursday, 20th, 3.00 P.M.	
Swatow, Amoy and Phuchow	Saint	Thursday, 20th, 3.00 P.M.	
Haikou	Tharsis	Thursday, 20th, 3.00 P.M.	

TO-MORROW.

Sale, Household Furniture, Sales Rooms, Mr. V. I. Remedios, 230 p.m.
Annual General Meeting of the Hongkong Club, Club House, 5 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

18th April

ON LONDON—	Telegraphic Transfer	1.10/-
	Bank Bills, on demand	1.10/-
	Bank Bills, at 30 days' sight	1.10/-
	Bank Bills, at 4 months' sight	1.10/-
	Credits, at 3 months' sight	1.10/-
	Documentary Bills, 4 months' sight	1.10/-
ON PARIS—	Bank Bills, on demand	.23/-
	Credits, at 4 months' sight	.23/-
ON GERMANY—	Bank Bills, on demand	1.91/-
	Credits, 60 days' sight	1.91/-
ON NEW YORK—	Bank Bills, on demand	.45/-
	Credits, 60 days' sight	.46/-
ON LOMBARD—	Telegraphic Transfer	1.39/-
	Bank, on demand	.14/-
ON GENEVA—	Telegraphic Transfer	1.39/-
	Bank, on demand	.14/-
ON SHANGHAI—	Bank, on sight	.72
	Private, 30 days' sight	.72
ON YOKOHAMA—	On demand	.91/-
ON MANILA—	On demand—Pesa—	.91/-
ON SINGAPORE—	On demand	5.00 p.m.
	On demand	11.24
ON BATAVIA—	On demand	1.10/-
ON HAIPHONG—	On demand	11.00 p.m.
ON SAIGON—	On demand	1.00 p.m.
ON BANGKOK—	On demand	.61/-
SOVEREIGN BANKS BUYING RATE	10/- per £	.55/-
GOLD DRAF, 10/- per tael		.55/-
HAR FINGER, 10/- per oz.		.55/-

VESSELS EXPECTED.

THE ENGLISH MAIL. The P. & O. str. *Caron* left Singapore for this port on the 15th April at 1 p.m., and is due here to-morrow, about 6 a.m.

THE GERMAN MAIL.

The J.G.M. str. *Prinz Eitel Friedrich* left Kobe via Nagasaki and Shanghai on the 16th April at 10 a.m., and may be expected here on Tuesday, the 25th April.

The L.G.M. str. *Roon* left Colombo on the 15th April, p.m., and may be expected here on Wednesday, the 26th April.

The N.D.L. Australian str. *Prinz Sigismund* left Sydney on Saturday, April 15th at 3 p.m., and may be expected here on Monday, the 8th May.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Japan* left Vancouver on Monday, the 10th April, p.m. for Hongkong and the usual ports of call.

SEA-HAUL STEAMERS.

The Sl.-LIne str. *Pitha*, from Middlesbrough and London, left Singapore on the 12th April, and is expected here to-day.

The U.S.S. & C.M. steamer *Arbitrus* left Shanghai on the 17th inst., am, and may be expected here to-morrow.

The P.M. str. *Montana* left Kobe for this port via Nagasaki and Shanghai on Friday, the 14th April at daylight, and is due here to-morrow.

The chartered steamer *Lauregant*, from Hamburg, left Singapore for this port on the 14th inst., p.m., and may be expected here on the 21st inst.

The P. & A. str. *Namur* left Portland on the 16th inst., and is due here on the 22nd inst.

The A.L. str. *Maria Valeria* left Singapore for this port on the 17th April.

The British str. *Patrol*, from London, &c., left Singapore on the 17th April for this port, and is due here on the 23rd April.

The P. & A. str. *Charterhouse* left New York on the 23rd April, and is due here on the 25th April.

The O.S.S. & C.M. str. *Tchern* left Kobe for Moji and Honshu on the 16th April, and is due here on the 26th April.

The P.M. str. *Caron* left Calcutta for this port on the 17th April, and may be expected here on the 2nd May.

The steamer *Hindustan* left Singapore on the 18th April, and is due here on the 3rd May.

The Boston str. *Co. Strick* left Portland on the 16th April from Kobe for Moji and Hongkong.

The str. *Douglas* left New York on the 29th March, and is due here on the 29th May.

The B. & S. str. *Low Boat Co.* str. *Lyra* arrived at Yokohama on the 5th April.

The P. & A. str. *Australis* sailed from Portland on the 1st April, and is due here on the 3rd May.

PASSENGERS:

ARRIVED.

Per *Erroll*, from Liverpool, &c., Mr. F. Warre.

Per *Dubera*, from Hongkong from Marseilles.

Mrs. Lotty, Mrs. Miguel Bedoya and three children, Mr. J. R. M. Smith, Mrs. L. Kerr, Mr. and Mrs. Conway and child, for Kubo, Mr. Verghese, for Yokohama, Mr. Koensberg.

Mr. Pratt; from Batavia via Singapore, Mr. Pratt.

DEPARTED.

Per *Flecker*, for Shanghai, Messrs. Michelot, P. Vernon, Schlumberger, Platt and 2 children, Rev. Porphy, Mr. and Mrs. A. M. de Souza and children, Mr. J. R. M. Smith, Mrs. L. Kerr, Mr. and Mrs. Conway and child, for Kubo, Mr. Verghese, for Yokohama, Mr. Koensberg.

LEFT.

Per *Teakn*, for Saigon, Messrs. A. Bier, A. Lourisso, and H. Fraustein; for Singapore, Messrs. F. P. Stratford, L. P. R. McMillan, Jeuo Papepator, Newman Mumford, and Mr. Ernest Israel; for Colombo, Mr. James Lister; for Marsella, Capt. A. Sommerville, Dr. and Mrs. Mas, Messrs. Geo. H. B. Jones, Frances, Vicente Gaucho, A. Levy, Corolin Rezo, Pere Robert, Messrs. Cook and Wilson.

LEFT.

Per *Dumbet*, for Shanghai, Messrs. Michelot,

JOINT STOCK SHARES.

Hongkong, 18th April.

COMPANY.	PAID UP.	QUOTATIONS.
Albania	\$200	\$100
Bauke	\$125	875 buyers
Hongkong & Shai.	\$125	London, 4200 ss.
National B. of China	25	\$87.50 buyers & buy-s
Bell's Asbestos	125	\$24
China-Borneo Co.	120	\$14
China Light & P. Co.	30	\$10 sellers
China Provident	30	\$10 sellers
Cotton Mills	120	Tls. 30, buyers
Two	50	Tls. 30, buyers
Hongkong	50	Tls. 26, sellers
International	75	Tls. 35, sellers
Loon Kang Mow	100	144-49
Sociedad	500	150, sellers
Dairy Farm	86	\$17.50, sellers
Docks and Wharves	100	Tls. 150, sellers
Parsons B. & Co.	100	Tls. 150, sellers
H. & K. Wharf & G.	80	\$107, sellers
H. & W. Look	80	\$200, buyers
New Amoy Dist.	80	\$23, sellers
Shai & H. Wharf	100	Tls. 125, buyers
Penwick & C. Co.	85	\$55, sellers
(4) Island Cement	75	\$17, buyers
Hongkong & C. Gas	20	\$17, buyers
Do New	10	\$17, buyers & buy-s
H. H. & Friends	100	\$210, buyers & buy-s
Hongkong Hotel	80	\$140, buyers
Hongkong Ice Co.	25	\$22.50, sellers
Hongkong Rope Co.	50	\$145, 18.30
H. H. & S. Merchant	80	\$184, sellers
Insurance	100	\$15, buyers
Canton	50	\$285, buyers
China Fire	80	\$15, sellers
China Traders	85	\$5, sellers
Hongkong Fire	25	\$100, sellers
North China	25	11.50, sellers
Union	100	\$70, sellers
Yangtze	80	\$1.50, buyers
Landes d Building	100	\$1.90, sellers
Hongkong Land	80	\$12.50, buyers
Kowloon Land	10	\$1.90, buyers
West Point Building	50	\$35, sellers
Mining	100	\$300
Charbonnages	15/10	\$1.50, buyers
Rauts	10/10	\$1.50, sellers
Philippine Co.	10	\$10, sellers
Refineries	100	\$23.50, sellers
China Sugar	100	\$23, sellers
Lazon sugar	100	\$27, sellers & buy-s
Steamship Companies	25	\$21, sellers
China and Amada	100	\$241, buyers
H. & C. Partnership	20	\$240, sales & buy-s
H. & M. & N.	21	\$21, buyers
Indochina S.N. Co.	21	\$21, buyers
Shell Transport Co.	21	21
Shoe Manufact.	210	\$4, 108.
Star Ferry	20	\$1.50
Do New	5	\$24.
Shanghai & H. Dying	50	\$50.
South China M. Post	8	